

## TRANSPORT SITUATION IN CANADA IN 2009

### 1. Traffic trends

Currently, there are only limited 2009 statistics available for the road, marine and rail modes in Canada. Official statistics are published irregularly, dependent on the mode and survey method used. Some 2009 statistics, such as the first 3 quarters of 2009 air traffic volumes and marine activity, are compiled regularly and are provided below.

#### Air

Using the first three quarters of 2009 preliminary air data, the trend in overall passenger traffic (enplaned and deplaned passengers) shows a moderate decrease compared to the same period in 2008, driven mainly by the global economic crisis. On domestic routes, 23,6 million air passengers travelled inside Canada, a reduction of 9.6 % compared to 2008. On routes between Canada and the United States (US), there was a decrease of 13.6 % in terms of passenger traffic (14.2 million passengers compared to 16.4 million in 2008). Finally, the demand for air travel on other international routes experienced a slight drop of 3.2%.

Based on preliminary data, the amount of goods shipped by air dropped considerably following the onset of the global economic recession. Compared to the first three quarters of 2008, the volume of air cargo transported domestically fell by 11% between January and September 2009, to 301 thousand metric tonnes. The volume of Canada's air cargo trade with the US totalled 133 thousand metric tonnes during the same period, a decrease of 20% relative to 2008. Meanwhile, Canada's air cargo trade with all other countries went down by 15% to 204 thousand metric tonnes.

Domestic and international (to countries other than the US) air passenger volumes are expected to rebound in late 2010, and to fully recover by 2011 or 2012. However, with a deeper recession in the US than the rest of the world, transborder air passenger travel demand is not expected to return to positive growth until 2011/2012.

#### Marine

Domestic and international marine activity also decreased in 2009 as result of the global recession and the initial contractions of the Canadian economy. In the first quarter of 2009, St. Lawrence Seaway traffic declined 32 % for vessel transits, Port Metro-Vancouver saw a 32 % decline in inbound container traffic, and the Canadian marine sector has seen its international trade value decrease by 14 %.

The Canadian Coast Guard reports that there were fewer cruise vessel voyages in the Canadian Arctic in 2009 than in 2008. However, growth in Arctic cruising is expected to continue into the future. Cargo traffic in the Arctic is expected to increase in proportion with community resupply needs and the demands of resource project cargo. In the Northwest Passage, sea ice conditions and economic factors remain significant impediments to establishing regular transit services, but transit opportunities are expected to increase into the future.

Sustained Canadian and global economic recovery - with projected growth in 2010 and 2011 - is expected to stimulate future growth in Canada's domestic, trans-border and international marine activity in all regions. Marine infrastructure investments under the Building Canada Plan and stimulus initiatives associated with Canada's Economic Action Plan are expected to improve the performance and utilization of Canada's marine infrastructure as well.

## 2. Obstacles to the development of transport

Problems that have hindered the development of transport in Canada in 2009 include, but are not limited to, the following:

- The recent decrease in transportation-specific expertise at the university level in disciplines such as civil engineering, economics, operations research, etc., threatens the knowledge-base on which transportation technology and innovation depends.
- The lack of established linkages and strong, three-way collaborative efforts among industry, academia and governments is identified as a concern. The shared jurisdiction and the significant coordination and collaboration amongst different levels of government and government agencies that is required to foster innovation across Canada's transportation sector also gives rise to a number of knowledge and data gaps that need to be addressed with limited resources. The lack of data on the current transportation system and its use (e.g. to pinpoint bottlenecks, quantify emissions, holistically analyse household travel, etc.) makes it difficult to identify problem areas and to allocate resources accordingly.
- Canada's efforts to advance environmental sustainability in the transport sector are challenged by high energy demands, as Canada's expansive land mass and dispersed population mean that people and goods must be moved across large distances. Significant progress in the area of environmental sustainability, particularly involving deep reductions in GHGs and air emissions in the short-term, requires new, "outside-the-box" policies that support technological, behavioral and/or cultural change.
- The trade-off between operational/regulatory research and development (short-term perspective) and transformative research (longer-term perspective; new technologies, new markets), as well as competing priorities may hinder innovation. Examples include tensions between: efficiency, security, and individual rights, and massive infrastructure investment requirements and incrementalism.
- Existing market barriers may result in consumers lacking the prerequisite information/knowledge to embrace the value proposition of emergent technologies – or they may be reticent to adopt unproven technologies. These barriers can be institutional or regulatory impediments. High costs and fiscal/funding constraints may constitute another set of barriers. In addition, Canada has a relatively small domestic market and, as such, may face barriers to technology commercialization and market deployment.
- Existing regulatory barriers (competitive dynamics, e.g. seeking returns on investment, a potential barrier to innovation and the adoption of new technologies) – codes, standards and regulations may not encompass innovative or disruptive technologies, potentially creating regulatory delays and impeding innovation.
- With regard to intelligent transportation systems (ITS), funding pressures often mean that investments in large capital infrastructure projects take priority over investments in so-called "soft" or "intelligent" infrastructure (e.g., ITS). As public sector budgets have become more limited due to the economic downturn, more emphasis will need to be placed on such "soft" infrastructure investments to

ensure that the capacity and operating efficiency of transportation systems are fully optimized.

- In addition, increased security requirements from the US department of Homeland Security for moving cargo and personnel across the Canada-US border have proven problematic, and work is ongoing to face these challenges. In 2005 the US *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) Act introduced security clearance requirements for commercial truck drivers carrying dangerous goods into the US. A bilateral agreement was reached in July 2006 to recognize the clearance process for the Free and Secure Trade Card (FAST) program to meet the US' hazardous materials (HAZMAT) clearance requirements. This interim solution helps mitigate the potential impact of a clearance requirement to Canadian dangerous goods drivers. Multiple initiatives for different modes to pre-clear cargo and personnel (drivers, train engineers and so on) for speedy border crossing are also a factor. For example, in rail cargo, Canadian National (CN) has established, with the custom border agencies, corridor specific pre-processing windows to have entire trains-clear customs within 60 minutes of arrival at the border using Electronic Data Interchange (see <http://www.cn.ca/en/customs.htm> for more details). On the other hand, Canadian Pacific (CP) uses the Pre-Arrival Review System (PARS) from the Canadian Border Services.
- The Canadian marine sector is experiencing pressure for infrastructure and fleet renewal to accommodate existing and anticipated marine traffic in support of domestic and international trade as well as economic development opportunities.

### **3. Good practices in the transport sector**

#### **SUCCESSFUL POLICY MEASURES RELATED TO ENVIRONMENTAL PERFORMANCE**

##### Climate change adaptation

- Climate change adaptation is an important emerging issue for the transportation sector. Examples of early activities to address climate change adaptation include Transport Canada research into the impacts of permafrost thawing and solutions, changing water levels, arctic shipping impacts, and infrastructure design standards.

##### Reducing transport related water pollution

- Canada's water resources include 7 % of the world's renewable freshwater and 25 % of the world's wetlands. A range of activity is underway to reduce water pollution from transportation sources. For example, Transport Canada is continuing to advance its clean water objectives by supporting Canada's Northern Strategy and through regulatory and program measures related to marine pollution liability, invasive species/ballast water and ship recycling.

##### Reducing greenhouse gas and air pollutant emissions

- The transportation sector is responsible for about 27 % of Canada's total greenhouse gas emissions. Rapid sector growth saw transportation emissions increase 50 % faster than overall greenhouse gas emissions between 1990 and 2006. Government of Canada activities to reduce transportation related greenhouse gas and air pollutant emissions include infrastructure spending, ecoTRANSPORT programmes, and regulatory action.

- Federal infrastructure spending through the seven year (2007-2014) \$8.8B Building Canada Fund and Canada's \$4B infrastructure Stimulus Fund is helping to support initiatives that reduce green house gas and air pollutant emissions in areas such as public transit, short-sea shipping infrastructure, short-line railways. For example, public transit is one of five national priorities under the Building Canada Fund and is an eligible category under the Infrastructure Stimulus Fund. There are also transit-specific funding programmes, including the 2006 Public Transit Fund (\$400million), the 2006 Public Transit Capital Trust (\$900 million), the 2008 Public Transit Capital Trust (\$500 million). As a result, federal investments in public transit have greatly increased in recent years, reaching an estimated \$1B in the 2008-2009 fiscal year.
- In cooperation with our National Airports Association (the Canadian Airports Council), Canada has initiated work on the establishment of Airport Emissions Management Plans. The first phase of the plan is to inventory airport greenhouse gas (GHG) emissions. This phase will be completed by the end of 2009. Subsequent phases will involve the identification and implementation of measures to reduce emissions at Canadian airports. The measures implemented will be based on those contained within the International Civil Aviation Organization's (ICAO) Circular 303 on "Operational Opportunities to Minimize Fuel Use and Reduce Emissions."
- Transport Canada continues to address transportation-related greenhouse gas and air pollutant emissions through its ecoTRANSPORT programs. These will deliver over \$100M in funding by 2011. Four programs are included in the strategy:
  - The ecoFREIGHT Program is aimed at reducing the environmental and health effects of freight transportation through the use of technology. Transport Canada's ecoFREIGHT program also promotes innovation in the transportation sector through three components: the Freight Technology Demonstration Fund; the Freight Technology Incentives Program; and, the Marine Shore Power. The program provides funding to test and purchase new and underused freight transportation technologies;
  - The ecoMOBILITY Program helps municipalities reduce urban passenger transportation emissions by increasing transit ridership and the use of other sustainable transportation options;
  - The ecoTECHNOLOGY for Vehicles Program involves purchasing and testing a range of advanced technologies and showcasing them at public events across Canada; and,
  - The ecoENERGY for personal vehicles provides Canadian motorists with helpful tips on buying, driving and maintaining their vehicles to reduce fuel consumption and greenhouse gas emissions that contribute to climate change. This program is delivered by Natural Resources Canada.
- Canada is taking regulatory action to address greenhouse gases and air pollutant emissions from the transportation sector that will improve the efficiency of light duty vehicles and increase the level of alternative fuels. For example, Environment Canada is developing new regulations under the Canadian Environmental Protection Act, 1999 that will:
  - Limit greenhouse gas emissions from cars and light trucks, aligning with similar standards that are currently under development in the United States. The new regulations will apply to vehicles starting in the 2011 model year; and,

- Require an average 2 % renewal fuel content in diesel fuel and 5 per cent in gasoline by 2012.

Transport Canada is also currently:

- Developing emission regulations for the Canadian rail sector, in alignment with the Environmental Protection Agency regulations already in force in the United States. These regulations will come into force in 2011;
- Implementing enhanced emissions regulations for vessels operating in waters under Canadian jurisdiction; and,
- Partnering with the United States to establish a North American Emission Control Area for international shipping by 2012.

Memoranda of Understanding have also been developed with a range of industry stakeholders to voluntarily reduce greenhouse gases and other emissions, including within the rail and aviation sectors.

- Canada participated in a 15-member ICAO Group on International Aviation and Climate Change. Through the International Civil Aviation Organization (ICAO), Canada contributed to the development of an international Program of Action to reduce international aviation emissions. Agreement was reached under the Program of Action to improve fuel efficiency by 2% annually on a global sectoral basis to 2050.

#### Electric and Urban Mobility

- Transport Canada is working with key partners in industry, academia and government to resolve critical technical issues, through research and development, for the advancement of electric drive transportation and urban transit vehicle technology and commercial deployment. Key priority areas under the Electric Mobility Program include electrical storage development, electric drive components development, powertrain optimization, development of relevant codes, standards and regulations and outreach. The Urban Transportation Technology Development Program includes all surface transportation in the urban context such as transit and shuttle buses, medium and heavy duty fleet vehicles as well as passenger fleet vehicles. Key priority areas include vehicle weight reduction, electrification, clean propulsion and powertrain optimization.

### **SUCCESSFUL POLICY MEASURES RELATED TO INNOVATION**

#### Intelligent Transportation Systems

- Transport Canada released an Intelligent Transportation Systems Plan for Canada that sets out the federal government's strategy for stimulating the research, development, deployment and integration of ITS investments in Canada. The strategy has been a complete success, leading to widespread deployments and the creation of ITS Research and Development centres of excellence.
- The ITS Architecture is the foundation for the deployment of ITS in Canada as it promotes systems interoperability and integration. Originally developed in 2001, it is currently being updated to include security, border and corridor elements as well as to account for new mobile wireless communications technology.
- Advanced Traveller Information System (ATIS): This project consolidates data from multiple transportation agencies regarding travel conditions, schedules, etc. for various modes and border crossings. The resulting ATIS offers users a one-

stop public web-portal that provides multi-modal, multi-jurisdiction, static and real-time traveler information.

- 511: A designated three-digit telephone number that provides real-time travel and weather information. The types of information available through the 511 system include: winter road conditions, road work, major incidents, weather alerts, and waiting times at border crossings.
- *National Road Weather Information System*: A nation-wide system of sensors embedded in and below the road surface and on nearby towers that collect detailed data on air temperature, relative humidity, wind direction and precipitation. This data is used to make forecasts regarding icing conditions and in turn, provide critical information to road maintenance authorities.
- Smart corridor initiatives: Advanced technologies (e.g., ITS), in corridors of high volume and value, are being implemented in various locations in Canada to ensure the seamless intermodal connections for the movement of freight and for the safe and efficient operation of roadways for network users. Integrated implementation of technology systems will focus on traffic and incident management, traveller information, tolling operations, truck reservation systems for port access, border wait time measurement and reporting and other cross-border applications.

#### Transportation Technology, Research and Development (R&D)

- In 2008-2009, R&D undertaken to support Transport Canada's safety and security mandate will be complemented by and/or integrated into other research and development work focused on key departmental research priorities such as improving transportation in gateways and corridors and the North, to increase accessibility and energy efficiency, and working with stakeholders to minimize the environmental footprint of transportation.
- *Fatigue Risk Management System for Canadian Aviation* to provide a "toolbox" for guides, templates, training materials, etc. to help companies develop their own fatigue risk management policies and practices.

#### Innovation and Change Agenda (emerging priority)

Activities are underway to:

- Encourage the sector to develop and implement forward-looking solutions to challenges facing the Canadian transportation system;
- Promote best practices in innovation, improved technology applications and enhanced transportation research capacity;
- Increase knowledge generation and exchange among industry, academic institutions and governments; and,
- Align research and development capacity in Transport Canada with a transportation sector Innovation and Change Agenda, including public interest research and development in areas where Canada has strategic opportunities and niches.

### **SUCCESSFUL POLICY MEASURES RELATED TO AIR TRANSPORT**

- Following the historic negotiation of the Canada-US Open Skies agreement in November 2005 and the launch of the Blue Sky international air policy in November 2006, the Government of Canada has negotiated twenty two (22) air service agreements covering a total of 46 countries – all of which promote the efficiency of the air sector. Specifically, seven (7) bilateral Open Skies-type agreements: Ireland, Iceland, New Zealand, Barbados, the Dominican Republic, Costa Rica and South Korea; eight (8) expanded bilateral agreements: Mexico, Japan (2 separate agreements), Jordan, Singapore, the Philippines, Cuba and

Morocco; and, six (6) new bilateral agreements: Kuwait, Serbia, Croatia, Panama, Turkey and South Africa.

- Additionally, the Blue Sky policy has also yielded the historic negotiation of a comprehensive air transport agreement between Canada and the European Union covering all 27 Member States, which effectively equates to 27 “open” bilateral air services agreements (ASAs) – this agreement, once signed and applied, will supersede the existing bilateral agreements with all EU Member States including the Open Skies-type agreement concluded with Ireland under the Blue Sky policy. More new and expanded ASAs are expected in 2009/10.
- When including the Open Skies agreement with the US (negotiated in 2005, but signed in 2007), the overall percentage of Canada’s international traffic covered by these agreements is 84 per cent. To date, Canada has achieved an open agreement with a total of 34 countries representing 72 % of its international air traffic.
- Transport Canada has been working on the implementation of safety management systems (SMS) in large air carriers and related approved maintenance organizations since 2005. Transport Canada adopted a 39 months phased in approach to compliance rather than an immediate approach to compliance. The intent was to provide organizations with the time to build not only compliant but effective SMSs.
- An SMS is a series of integrated processes that support a company's ability to manage risk and continual compliance with government safety regulations proactively. These processes strengthen a company's capacity to address safety issues before they lead to an incident or accident. They will also lead to higher levels of compliance with regulations only confirmed through Transport Canada inspections. The benefits of SMS are better, informed decision-making; improved safety through hazard identification and occurrence/accident avoidance; better resource allocation that will result in increased efficiencies and reduced costs; a strengthened corporate culture; and higher levels of compliance with government regulations. Sixty-nine certificate holders now have fully implemented safety management systems. In statistical terms, this means that 95% of the passengers flown in Canada today are transported on airlines that have a SMS in place. In 2009, ICAO published standards and recommended practices requiring all member states to have SMS requirements in place. Transport Canada is considered a world leader in SMS and has been used as a role model by other regulatory authorities. SMS has improved upon Canada’s already excellent safety record and has provided a mechanism by which Certificate Holders can continue to proactively improve their own safety level.
- The Government of Canada approved legislative amendments in 2009 to allow an increase in the limit on foreign ownership of voting interests in Canadian airlines from 25 to 49 %. Relaxing the foreign ownership limit from the current 25 % level to 49 % of voting interests would broaden the pool of capital available to Canadian carriers. In addition, raising foreign ownership limits to 49 % would place the Canadian regime on par with those of some of our trading partners. Regulations are currently being developed to implement the change to legislation

## **SUCCESSFUL POLICY MEASURES RELATED TO MARINE TRANSPORT**

- In 2009, Transport Canada amended the *Arctic Waters Pollution Prevention Act* to extend Canada's Arctic shipping pollution prevention rules to 200 miles offshore, the limit of Canada's Exclusive Economic Zone. This serves to exercise Canada's stewardship over Arctic waters and enhance protection from pollution. Transport Canada also supports the international adoption of mandatory measures for ships operating in polar waters.
- Canada is party to several international marine instruments that provide a level playing field for international shipping by reducing unfair competition from substandard ships. There are nine international conventions that Canada is moving forward for ratification/accession. These various instruments cover the well-being of individuals, safety and environmental issues in the marine sector.
- Finance Canada published a Gazette Notice on October 24, 2009 to waive the duty on certain types of vessels greater than 129 metres in length. This measure has the potential to contribute to improved efficiency, safety and environmental performance of the Canadian marine fleet by stimulating fleet renewal.

## **SUCCESSFUL POLICY MEASURES RELATED TO GATEWAYS APPROACH**

### Asia-Pacific Gateway and Corridor Initiative (APGCI)

- With a mission to establish Canada's Asia-Pacific Gateway and Corridor as the best transportation network facilitating global supply chains between North American and Asia, the APGCI has, since its launch in October 2006:
  - Persuaded governments and private interests to collaborate in making strategic investments and decisions to improve the transportation system. Since October 2006, almost \$2.8 billion in projects have been announced by the governments of Canada, together with western provincial and municipal governments and the private sector, including more than \$1 billion in federal contributions
  - Supported the formation of partnerships in order to leverage funding for infrastructure investments and in working together to address cross-cutting issues of:
    - Reliability
    - Security
    - Competitiveness
  - Implemented a systems-based, as opposed to modal-based, approach to investments and improving intermodal connections
  - Brought diverse groups of transportation leaders (and competitors) together for the first time to promote the system "as a whole" to key Asian markets
  - Succeeded in building the profile and interest in the APGCI and Gateway concept internationally, as evidenced by specific references to the APGCI by Prime Minister Harper and Chinese Premier Wen Jiabao on December 4 and December 3, respectively, 2010.

### Value-Added Initiatives

- Significant progress is being made to build on the success of the APGCI and focus on ways to attract and retain the economic value associated with gateway investments, i.e., to increase wealth generation, job creation and contribute to long-term sustainable economic growth.



- Value-added Gateways initiatives go beyond traditional bricks and mortar and examines the challenges and opportunities to maximize Canadian content along global value chains, to help make Canada more competitive in international commerce, including measures to:
  - Raise awareness of Canada's tax and duty deferral advantages, including enhanced marketing of our foreign trade zone-type programs;
  - Streamline existing regulations, e.g., the proposed relaxation of tariff regulations on international maritime containers and elimination of the 25% duty on foreign-built ships; and
  - Address skills and labour shortage issues through an industry-led Asia-Pacific Gateway Skills Table.

#### 4. Transport infrastructure investment

Year	GDP <sup>1</sup>	Net Capital Stock (NCS)	NCS <sup>2</sup> as % of GDP	Investments <sup>3</sup>	Investments as % of GDP
2003	1 175 635	113 215	9.63%	10 566	0.89%
2004	1 210 894	113 400	9.36%	10 467	0.86%
2005	1 245 723	114 896	9.22%	13 470	1.08%
2006	1 283 518	117 382	9.15%	15 193	1.18%
2007	1 317 068	120 869	9.18%	19 220	1.46%
2008	1 313 295	125 369	9.55%	22 973	1.75%

#### **PARTIAL SUMMARY OF MEASURES ADOPTED IN 2009 THAT SUPPORT TRANSPORTATION INFRASTRUCTURE:**

##### Accelerating Existing Infrastructure Initiatives under Building Canada, including \$500 million Bonus for Community Projects

- As part of its Economic Action Plan, Canada has accelerated and topped-up existing Building Canada Initiatives.
- Eligible investment categories include Core National Highway System, Short-Sea Shipping, Shortline Railways, Local and Regional Airports, Public Transit and Local Roads.

##### Infrastructure Stimulus Fund

- Canada's 2009 Budget (Budget 2009) establishes a new \$4 billion Infrastructure Stimulus Fund that will provide funding to provincial, territorial and municipal infrastructure rehabilitation projects. Funding will be available for two years for projects that will begin construction during the 2009 and 2010 construction seasons.
- Eligible projects under the Infrastructure Stimulus Fund are for the rehabilitation or retrofit of existing infrastructure assets, or the construction of new infrastructure asset that can be substantially completed before March 30, 2011. Eligible investment categories include Highway Infrastructure, Local Road Infrastructure, Regional Transit Infrastructure and Port and Cruiseship Infrastructure.

##### Public Private Partnerships (PPP) Canada

- The Government of Canada recently established PPP Canada, a Crown Corporation to support the development of public-private partnerships (P3) and facilitate the development of the Canadian P3 market. The Government of Canada also

<sup>1</sup> All amounts in Canadian dollars and in millions unless otherwise noted.

<sup>2</sup> Net Capital Stock is gross capital stock depreciated on a straight line basis at constant 2002 \$ for the transportation engineering construction component of engineering construction for all industries.

Capital stocks are reproducible tangible assets that are used as factors of production in combination with other factor inputs such as labour, energy and other natural resources or materials. The stock of capital consists of building construction (such as plants and offices), engineering construction (such as roads and dams) and machinery and equipment used in the production process.

More information on this is found at the following link:

[http://www.statcan.gc.ca/imdb-bmdi/document/2820\\_D1\\_T9\\_V1\\_B.pdf](http://www.statcan.gc.ca/imdb-bmdi/document/2820_D1_T9_V1_B.pdf)

<sup>3</sup> Transportation investments are also in constant 2002 \$. This definition comprises establishments primarily engaged in transporting passengers and goods, warehousing and storing goods, and providing services to these establishments. The modes of transportation are road (trucking, transit and ground passenger), rail, water, air and pipeline.

National post office and courier establishments, which also transport goods, are included in this sector. Warehousing and storage establishments are subdivided according to the type of service and facility that is operated.

established a \$1.2 billion fund, managed by PPP Canada, to support P3 infrastructure projects (including transportation-related projects). PPP Canada's initial call for P3 proposals closed on October 30, 2009.

## **INVESTMENTS IN FEDERAL INFRASTRUCTURE PROJECTS**

### Rail

- In 2007, the Government provided \$516 million for a medium-term investment plan to address the reliability and integrity of VIA Rail Canada's operations. Budget 2009 builds on this investment by providing an additional \$407 million to VIA Rail Canada to undertake infrastructure and other capital improvements.
- Budget 2009 also provides \$43.4 million over five years to Transport Canada for rail safety initiatives to enhance its regulatory oversight and enforcement capacity, and conduct research and development projects to advance new safety technologies.

### Trans-Canada Highway

- Budget 2009 provides \$130 million on a cash basis to Parks Canada to complete the last phase of this project, which will consist of twinning a section of the Trans Canada Highway from Lake Louise Village to British Columbia.

### Federal Bridges

- Over the past two years, the federal government has invested nearly \$150 million in improving the safety and longevity of federal bridges. Budget 2009 builds on these investments and provides funding for the following bridge rehabilitation projects:
- The Champlain Bridge, Canada's busiest bridge, will receive \$212 million for renewal. The Champlain Bridge links traffic going to and from the Island of Montréal and is a key connection for truck traffic heading to or returning from the United States. Rehabilitation work will ensure that the bridge can continue to sustain traffic volumes and provide long-term safety benefits.
- The Blue Water Bridge in Sarnia and the Peace Bridge in Fort Erie, which are two of the busiest US-Canada border crossings, will receive up to \$14.5 million. These projects will help to reduce traffic congestion and facilitate local border crossings.
- Other federal bridges in need of rehabilitation - including several in the National Capital Region, the Burlington lift Bridge in Burlington and the LaSalle Causeway in Kingston - will receive up to \$42 million.

### Small Craft Harbours

- Budget 2009 provides up to \$200 million to dredge the approaches and accelerate the repair and maintenance of core commercial fishing harbours across Canada

### Border Facilities

- The Government will invest \$80 million to ensure that Canada's shared border with the United States remains secure and efficient.

### Aviation Security

- Budget 2009 provides \$282 million over the next two years for measures that will support the development of aviation security plans, improve operations of the Canadian Air Transportation Security Authority (CATSA), and implement a new passenger assessment system.
- Budget 2009 also provides \$14 million in 2009-10 to support the implementation of a new security program for cargo that departs from Canadian airports.